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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

CONFIDENTIAL

COUNTRY Germany (Russian Zone)

DATE: 25X1

SUBJECT Soviet Airfields in Germany

This document is hereby regraded to
CONFIDENTIAL in accordance with the
order of 16 October 1978 from the
Director of Central Intelligence to the
effect of his Disposition.

INFO.

DIST. 23 July 1947

PAGES 2

SUPPLEMENT

ATTACHMENTS: 2 maps

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1. Finsterwalde (A15): On 1 April 1947, this field's installations were in good condition and were being used. They consist of eighteen permanent barracks, four aircraft hangars, six small buildings, and several temporary barracks. The field held twelve IL-2, two U-2 and two German Arado 96-B aircraft. [] the field is capable of holding eighty to one hundred IL-2's. Except for hangar aprons, there are no concrete strips; the taxi strip is paved with ashes. The fuel dump is located about 400 meters northeast of the field on the edge of a wooded area and is partially camouflaged. [] steady tank truck traffic in the neighborhood, a and counted 520 gas containers at the dump. (See Attachment I.)

2. Cottbus (A57): All air traffic was cancelled between 28 March 1947 and 8 April 1947. During this period only five IL-2 planes were visible near the administration building. According to local residents, more than sixty aircraft, chiefly IL-2's, have crashed at this field since 1 January 1947. The recently-built runway, 250-300 meters in width, has extended the airfield area 400 meters to the south. The concrete runway has not yet been extended the whole length of the strip; it is approximately 500-660 meters long and fifty meters wide.

3. Returning to Cottbus airfield on 16-17 May 1947, [] approximately 100 IL-2 planes which had recently arrived. There was much flight activity.

4. Welzow (A44): On 4 May 1947, this field contained fifteen U-2 and IL-2 aircraft believed to have come from Finsterwalde. A Soviet Air Force unit of 150 men arrived at Welzow in mid-April 1947.

5. When revisited [] on 17 May 1947, the Welzow field had eighty-two IL-2 planes, including new arrivals.

6. Aue (K53): Concrete runways were added to this field in January and February 1947. It held 500 to 600 fighter aircraft in early March 1947. These were used chiefly as escorts for transports flying to Russia. There were also some Soviet transports (JU-88 and FW-191) on the field. Roadblocks on the Aue-Schneeberg highway divert traffic from the vicinity. Personnel are quartered in the Weilner AG building east of the field. (See Attachment II).

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7. Lauchstedt (281): On 14 April 1947, no aircraft were observed on this field which extends along the road from Lauchstedt to Herseburg. A few German tanks were being repaired and tested on the heavily-guarded field. From 1 to 14 April 1947, three hundred Germans were employed in one of the field buildings, cleaning air force ammunition. The railroad siding which circles the field contained parked German railroad guns, an AA train and a bridge-building train. The railroad guns appeared to be in good condition. There were approximately seventy to eighty of these pieces, with muzzle covers and breech blocks, parked on the line. The AA train was painted yellow and bore the iron cross insignia; armament consisted of 75 mm guns and double AA guns of 37 and 20 mm. This train appeared ready for use. The bridge-building train was equipped with all necessary materials for constructing a heavy railroad bridge. It seemed to have had a recent application of yellow-green camouflage paint.

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8. Rangsdorf (282): Soviet fighter aircraft predominate at Rangsdorf. The Bückers factory nearby, which formerly produced "Student" and "Jungmann" sport planes, is reported to be doing repair work for the Soviet Air Force as well as constructing new planes. The plant employs approximately 1,500 men on two shifts. Hourly wages have been increased and the employees receive extra food allotments, plus special alcohol and tobacco rations.

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9. Leipzig-Heckau (281): According to [redacted] who visited this airfield on 9 April 1947, the landing strip has been plowed under.

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10. Tutow (P60): At the end of April 1947 this large installation, including nine 30m x 100m hangars was being dismantled. The Pommersche Maschinen- und Stahlbau GmbH, which has contracted to do the work, expects to complete the dismantling operation by the end of June 1947. It is reported that the installation is to be rebuilt in the USSR.

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11. Jüterbog (269): The airfield which the Russians were engaged in constructing in the Jüterbog area in June 1947 is located slightly south of Frankenförde (260), on the road from Luckenwalde (270) to Felgentreu (260). It lies approximately six kilometers west of Luckenwalde and nine kilometers northwest of the Jüterbog Altes Lager.

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